large vessels, with a view to enhancing the country's port capacity from 600 million tonnes to 2000 million tonnes;

(b) if so, the details thereof and the present status of its implementation; and

(c) the details of the non-major ports in the country presently handling the large vessels and specific action plans drawn up for upgradation of the other non-major ports?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) There are 187 ports other than major ports (non-major ports) which are under the overall jurisdiction of the respective State Governments/Union Territory Administrations. During an interactive session on the Port Sector between the Department of Shipping and port authorities in the Maritime State Government and Union Territory Administrations held on 3rd July, 2006, a scenario where the Indian ports, both major and non-major, need to plan for building up an aggregate cacacity of at least 2000 million tonnes per annum (MTPA) by the year 2016-17 was visulized in the context of the rate at which the Indian economy is expected to grow in the near future. Responsibility for the development and augmentation of capacities in the non-major ports devolves on the respective State Governments/Union Territoty Administrations.

**Widening of Ambala-Chandigarh National Highway**

1728. SHRI AMAR SINGH:
SHRI ABU ASIM AZMI:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government are aware that there is heavy traffic on the Ambala-Chandigarh route and passengers have to spend at least two hours to complete the journey from Ambala to Chandigarh which is about 40 km; and

(b) whether Government have decided to widen that road long long back and if so, the status of that proposal and by when it would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA) : (a) and (b)

Considering the high density of traffic running through Ambala-Chandigarh route, the Ministry of Shipping, Road Transport & Highways identified this stretch under National Highways Development Project (NHDP) Phase-III and also NHDP Phase-IIIA for four laning on BOT basis in March 2005.

The four/six laning of Ambala-Chandigarh section of NH 22 & 21 from Km 5.735 to 39.960 of NH-22 and Km. 0.000 to 0.871 of NH-21 is in progress on BOT basis. The Concession Agreement was signed on 16.11.2005 and the work has been started on Appointed Date i.e. 15.05.2006. The completion period is 30 months from the Appointed Date. The travel shall be reduced after completion of 4-laning.

**Construction cost of National Highways**

†1729. SHRI RAM JETHMALANI:
SHRI RAJ MOHINDER SINGH MAJITHA:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the construction work on most of the National Highways in the country is allotted on the basis of B.O.T. (Build, Operate, Transfer) policy;

(b) if so, the facts in this regard;

(c) whether Government have allotted the said construction work during the years 2003-2004, 2004-05 and 2005-06; and

(d) if so, the maximum and minimum rate of constructing roads per K.M. during each year of the said period?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) No, Sir.

(b) Does not arise.

(c) and (d) About 2211 km. length of National Highways has been awarded by the Government for the construction works on B.O.T. (Build, Operate, Transfer) policy during the years 2003-04, 2004-05 and 2005-06. The maximum and minimum rate of cost of construction on National Highways under BOT scheme per km. are given in the table below:

† Original notice of the question was received in Hindi.